

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 04/17/2004

To: Minneapolis

From: Minneapolis
Duluth RA

Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 149A-MP-62632 (Pending) - 37

Title: SENATOR PAUL WELLSTONE (DECEASED);
SHEILA WELLSTONE (DECEASED);
MARCIA WELLSTONE MARKUSON (DECEASED);
MARY McEVoy (DECEASED);
THOMAS LAPIC (DECEASED);
WILL McLAUGHLIN (DECEASED);
RICHARD CONRY (DECEASED);
MICHAEL GUESS (DECEASED);
CRASH OF BEECH KING A100 at EVELTH, MN
10/25/2002
DESTRUCTION OF AIRCRAFT

Synopsis: NTSB abstract report of 10/25/2002 aircraft accident at Eveleth, Minneosta.

Enclosure(s): Copy of NTSB abstract report released 11/18/2003.

Details: On 11/18/2003, the National Transportation Safety Board held a public meeting in which an abstract report of the aviation accident of 10/25/2002 was released. A copy of this four-page abstract report is attached. It includes an executive summary, conclusions, probable cause of accident and safety recommendations.

No indication of criminal activity was found. NTSB advised the final report was forthcoming.

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149A-MP-62632-37

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 05/03/2004

To: Minneapolis

From: Minneapolis

Duluth RA

Contact: SA [REDACTED]

Approved By: [REDACTED] ADSP

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b7C

Drafted By: [REDACTED]

Case ID #: 149A-MP-62632 (Closed) - 39

Title: SENATOR PAUL WELLSTONE (DECEASED);
SHEILA WELLSTONE (DECEASED);
MARCIA WELLSTONE MARKUSON (DECEASED);
MARY McEVoy (DECEASED);
THOMAS LAPIC (DECEASED);
WILL McLAUGHLIN (DECEASED);
RICHARD CONRY (DECEASED);
MICHAEL GUESS (DECEASED);
CRASH OF BEECH KING A100 at EVELETH, MN
10/25/2002
DESTRUCTION OF AIRCRAFT

Synopsis: Final NTSB report and conclusions of 10/25/2002 aircraft accident; Close case.

Enclosure(s): Copy of final NTSB Aircraft Accident Report and conclusions.

Details: On April 12, 2004, the Duluth RA received a copy of the National Transportation Safety Board's final Aircraft Accident Report from NTSB Air Safety Investigator [REDACTED] titled, "Loss of Control and Impact with Terrain, Aviation Charter, Inc., Raytheon (Beechcraft) King Air A100, N41BE, Eveleth, Minnesota, October 25, 2002." Copy enclosed for file.

The NTSB concluded that the probable cause of this accident was the flight crew's failure to maintain adequate airspeed, which led to an aerodynamic stall from which they did not recover.

Case agent read and reviewed this report. Inasmuch as no indication of criminal activity was indicated after exhaustive

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To: Minneapolis From: Minneapolis
Re: 149A-MP-62632, 05/03/2004

examination and analysis by the NTSB which warrants further FBI investigation, this case is considered CLOSED at Minneapolis.

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